

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

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*Making Conservation  
a California Way of Life*

March 10, 2025

Antonio Castillo  
City of West Hollywood  
8300 Santa Monica Blvd  
West Hollywood, CA 90069

RE: 1000 North La Brea Ave Project –  
Draft EIR  
Vic. LA SR 2 PM 10.621  
LA US 101 PM 5.55  
SCH # 2023110626  
GTS # 07-LA-2023-04728

Dear Antonio Castillo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The project involves the demolition of an existing concrete batch plant and warehouse building for the construction and operation of a new 34-story (approximately 352-foot-tall) mixed-use residential and commercial building with 514 apartment units and 30,000 square feet of commercial/retail use on the ground floor. The ground floor would include an entry plaza open to the public, a café outdoor seating area, and other residential amenities. The project would provide seven floors of parking, including two subterranean floors, totaling 674 parking spaces. Other amenities include outdoor gardens, a fitness center, recreation rooms, a library, an outdoor swimming pool, and a firepit. The rooftop will also include a photovoltaic system and an emergency helipad structure. These roof level improvements would exceed the finished 352-foot height of the building by an additional 25 feet. The project would also integrate seven billboards with varied dimensions throughout all facades of the building. The City of West Hollywood is the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest state facilities are the SR-2 and the US-101. After reviewing the DEIR, Caltrans has the following comments:

Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans encourages the Lead Agency to incorporate

further multi-modal infrastructure to support further pedestrian and transit mobility. This infrastructure should include ADA-compliant design, protected bike lanes, adequate sidewalks, high visibility crosswalks, reducing vehicle parking, and implementing bike parking to best create a fully accessible Complete Street. Caltrans recommends the following improvements:

- Per the DEIR, Caltrans expects the project to comply with the City's Eastside Community Priorities Plan, City's Smart City Strategic Plan, Pedestrian & Bicycle Mobility Plan, Planned Pedestrian Network and any mentioned transportation demand management programs that may need to be implemented.
- Further improvements include visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.
- Reducing the amount of car parking whenever possible. Research shows that abundant car parking enables and encourages driving, ultimately undermining a project's ability to encourage public transit and active modes of transportation.

Additionally, an encroachment permit is required for any project work proposed on or near Caltrans Right of Way. The transportation of heavy construction equipment and/or materials which requires the use of oversized transport vehicles on State highways will also require a Caltrans transportation permit. We recommend large truck trips be limited to off-peak commute periods and if construction trips are expected to cause issues on any State facilities, please submit a construction traffic control plan detailing potential impacts to Caltrans for review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at [Jaden.Oloresisimo@dot.ca.gov](mailto:Jaden.Oloresisimo@dot.ca.gov) and refer to GTS # 07-LA-2023-04728.

Sincerely,  
  
Anthony Higgins  
Acting LDR Branch Chief

cc: State Clearinghouse